

USES LITTLE 'GAS' FOR BIG MILEAGE

Packard Single Six Covers
1,431 Miles on 64
Gallons.

If any Packard single six owner should step up and tell you that he is getting better than twenty miles to the gallon from his car don't consign him to the Ananias Club or hand him the crown once worn by Baron Munchausen, for he has convincing proof of his assertion in the gasoline economy record established by a standard single six touring car taken right out of stock in a recent six day test run covering a total of 1,431 miles.

With three drivers taking turns at the steering wheel from day to day, the car hung up a grand average of 22.15 miles to the gallon despite the fact that one day's run was made in the teeth of a forty mile gale and another was completed with the hood and body covered with sleet. The daily record of the car is as follows:

New York to Philadelphia and return—Average, 21.2 miles to the gallon for 215.5 miles.

New York to Kingston and return—Average, 23.5 miles to the gallon for 239 miles.

New York to Southampton and return—Average, 21.1 miles to the gallon for 202.3 miles.

New York to Springfield and return—Average, 23.3 miles to the gallon for 236.8 miles.

New York to Albany and return—Average, 22.1 miles to the gallon for 215.3 miles.

The single six on this test run took the roads and the weather as they came and was run under actual owner conditions. The smooth going over concrete was offset by the churned mud of innumerable detours. There was just as much difference in the weather conditions, the sun shining on one day and rain and hail falling on the next. Yet the car continued to practice thrift and not once was the hood raised to make a repair or the slightest adjustment.

Only 64.75 gallons of gasoline were consumed in the six days. With gasoline

ELABORATE PLANS
FOR AUTO SALON

That price reductions do not constitute the principal effort of the manufacturers of high grade motor cars and builders of custom coach work to win patronage will be disclosed at the forthcoming Automobile Salon. Developments and refinements in chassis construction, in some instances actual innovations, and new designs and fashions in custom built bodies will be prime features. In this respect there will be an interesting international competition between the products of six countries, England, France, Belgium, Italy, Germany and the United States. True to the custom as long established as the salon itself, the exhibitors are keeping these secrets until the exhibition opens.

There are now twenty-seven makes of cars and eleven special custom body exhibits entered for the salon, which will be held in the Commodore Hotel, New York, November 27 to December 3, and at the Drake Hotel, Chicago, January 24 to February 4. Recent additions include the Lanchester of England, the famous Belgian Minerva, and the Cadillac and Biddle of America. A new type, the Moller, of domestic manufacture, will make its debut at the salon. It belongs to the light car, or 1½ litre class, which has gained pronounced popularity abroad in the past season.

The complete list of cars to be exhibited at the exhibition is as follows: Biddle, Brewster, Cadillac, Cunningham, Daniels, Delage, Dorr, Duesenberg, Fergus, Fiat, Lafayette, Lanchester, Lancia, Lincoln, Locomobile, McFarlan, Mercedes, Minerva, Moller, Packard, Twin Six, Pierce Arrow, Renault, Richeieu, Rolls Royce, Stevens Duryea, Sunbeam and Winton. Custom body builders having special exhibits are: Brewster, Brooks-Ostruk, Clark Pease, De Causse, Fleetwood, Hooley, Holbrook, Locke, New Haven, Smith-Springfield and Walter Murphy.

COLE.

Russell Engle, the Cole & distributor, has an attractive exhibit consisting of a seven passenger sedan, a five passenger sedan and a limousine with a special body of unusual attractiveness and utility.

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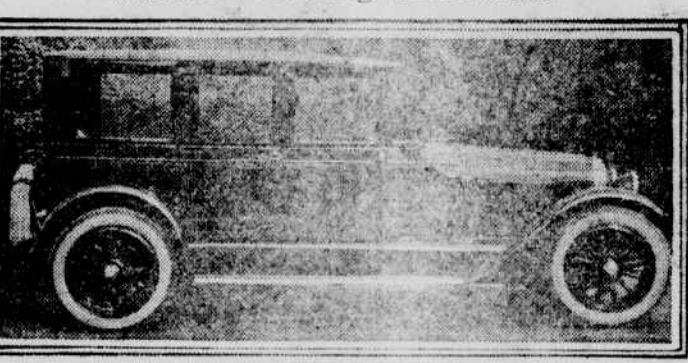
List of Exhibits at the Closed Car Show

Over forty-five different makes of closed cars will be exhibited. The list of cars to be shown and the exhibitors follow:

Buick—Buick Motor Car Company, 1733 Broadway.
Buick—Glidden Motor and Supply Company, 258 West Fifty-eighth street.
Cadillac—Detroit-Cadillac Motor Car Company, Broadway at Sixty-second street.
Cole—Cole Motor Company of New York, 1850 Broadway.
Chalmers—Maxwell-Chalmers Distributing Company, Broadway and Columbus Circle.
Daniels—A. E. Elliot Ranney, 244 West Fifty-ninth street.
Chandler—Hult Motor Car Company, Inc., 1534 Broadway at Sixty-second street.
Cleveland—Cleveland Motor Car Company, 1836 Broadway.
Dodge—Stratton-Bilas Company, 1847 Broadway.
Dort—Dort Motor Car Company, 1792 Broadway.
Durrant—Durrant Motor Car Company, 1759 Broadway.
Essex—Essex Motor Car Company of New York, 1800 Broadway.
Elkhart—Crow-Elkhart Motor Car Company of New York, 1838 Broadway.
Ford—Ford Motor Car Company, 1659 Broadway.
Grant—Sidney B. Bowman Auto Company, 1922-1924 Broadway.
Franklin—Franklin Motor Car Company, 1826 Broadway.
Hudson—Hudson Motor Car Company of New York, 1500 Broadway.
Haynes—Haynes Auto Company of New York, 1715 Broadway.
Hupmobile—Hupmobile Company of New York, Broadway at Sixty-second street.
Jordan—Sherwood Auto Company, Broadway at Sixty-third street.
King—King Motor Car Company, 1902 Broadway.
Kissell—Kissell Motor Car Company, 1924 Broadway.
Lafayette—Porter-Lafayette, Inc., 1783 Broadway.
Liberty—A. G. Kaufmann Motor Car Company, 1776 Broadway.
Marmon—Marmon Auto Company of New York, Broadway at Sixty-second street.
Maxwell—Maxwell-Chalmers Distributing Company, Broadway at Columbus Circle.
Mercedes—Whiting Motor Company, 1802 Broadway.
Mitchell—Mitchell Motor Company, 2 Columbus Circle.
Moore—Moore Motor Car Company of New York, 1875 Broadway.
Nash—Nash Motor Car Corporation, 1928 Broadway.
National—Porter Motor Car Company, Inc., 1759 Broadway.
Oakland—Oakland Motor Car Company, 1764 Broadway.
Overland—Overland, Inc., Broadway at Sixty-fifth street.
Oldsmobile—Cutting-Larsen Company, Inc., Broadway at Fifty-ninth street.
Packard—Packard Motor Car Company of New York, Broadway at Sixty-first street.
Peerless—Peerless Motor Car Company, 1896 Broadway.
Premier—A. G. Kaufmann Motor Car Company, Broadway at Fifty-seventh street.
Reo—Reo Motor Car Company of New York, Broadway at Fifty-fourth street.
Rolls-Royce—Rolls-Royce Company of America, Fifth Avenue.
Roamer—Roamer Sales Company, Broadway at Fifty-ninth street.
Sheridan—Cutting-Larsen Company, Inc., Broadway at Fifty-ninth street.
Sears—Sears & Roebuck Company, 1332 Broadway.
Studebaker—Studebaker Corporation of America, Broadway at Fifty-fourth street.
Temple—Temple Motor Corporation, 1741 Broadway.
Willis—Willis & Overland, Inc., Broadway at Fifty-fifth street.
Vette—Garland Auto Company, 1838 Broadway.

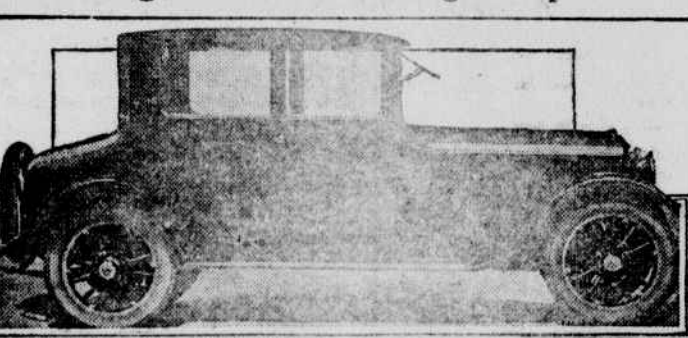
selling in New York at 29 cents a gallon, this represents an outlay of but \$18.77 for fuel, remarkably cheap transportation for 1,431 miles of automobile travel. The grand average of 22.15 miles to the gallon is also a new economy record for a quality car and exceeds by better than five miles the average claimed for the single six by its manufacturers.

Mercer Touring Limousine



Touring is no longer confined solely to open cars. Improved closed car construction has made the all-season car adaptable to both the city boulevard and country roads and suitable for long

Paige 5-Pass. Touring Coupe



Mounted on its famous 6-66 chassis, which holds many stock car records, this unusual 5-passenger touring coupe body is one of the leaders of the Paige Detroit line on exhibit this week at the Paige headquarters, Broadway at Fifty-

DORT

Quality Goes Clear Through
AS GOOD AS
THEY LOOK

Why are so many New Yorkers driving Dorts? SIX REASONS

1—Because they have style and beauty.
2—Because they perform wonderfully.
3—Because they are comfortable.
4—Because they are completely equipped.
5—Because they are rightly priced.
6—Because they cost little to maintain.

You will enthusiastically admire the Dort Fourseason Cars as you look them over at the Aimory Show.

You will approve of their artistic lines—brilliant finish—solid comfort—completeness of equipment. "Looks like more car for the money than anything else offered" will be your verdict.

And that favorable opinion will be strengthened once you become acquainted with their sterling mechanical merits.

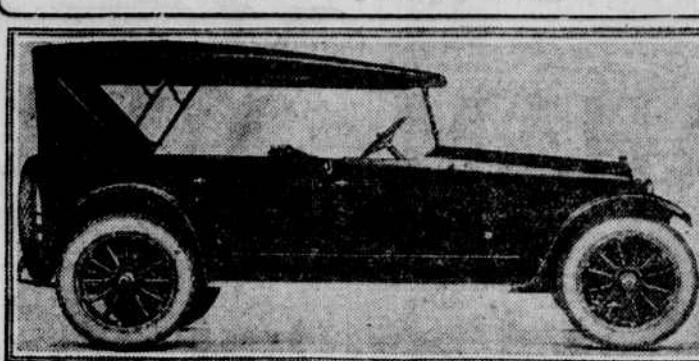
The Dort is a car that will grow in your esteem as its smooth and easy driving qualities, its thrift in fuel and oil, its staunch construction, its low upkeep, and its slow depreciation continuously manifest themselves.

Dorts are as good as they look.

Dort Motor Car Company, Inc.

NEW YORK BRANCH,
BROADWAY at 58th STREET

A New 6-Cylinder Nash



Announcement is made by the Nash Motors Company of a new series of six cylinder cars which in appearance, riding comfort and mechanical excellence eclipse anything that heretofore has borne the Nash name plate. The announcement comes as a distinct and sensational surprise to the automobile industry. Introduction of this series at this time means that Nash is the first in its price field with a new model for the 1922 season.

The new Nash series includes five passenger touring, seven passenger touring, roadster, coupe, sport model and sedan; it is known officially as Nash 631 series.

Twelve years ago when C. W. Nash became identified with automobile manufacturing a new force came into the industry. The public is familiar with the record he has made and in the industry he is an outstanding figure. With the announcement of the greater Nash Six comes the crowning achievement of his career.

"Introduction of the new Nash series at this time means that a man can buy now, enjoy the use of his car all winter and insure against delayed delivery in the spring," said C. H. Voorhis, vice-president and general sales manager of the Nash Motors Company. The new and greater Nash Six beyond question meets the demand for increased value with a new standard of riding comfort, a vast development in performance and striking distinction in appearance.

"New straightline bodies and lower tops distinguish the five and seven passenger touring models; the sedan body is lower and similar refinements in appearance have been added to the sport model, coupe and roadster. All cars are equipped with parking lights of attractive design and all have silvered outside door handles. The new spring suspension gives the Greater Nash Six

riding qualities heretofore believed impossible of attainment.

"In the touring cars the unusually wide tilted front seat, the roomy forward compartment, the wide rear doors and large single window add decidedly to their appearance, comfort and convenience."

Two of the outstanding features of the new Nash 631 are its electrical equipment and its new and wonderful spring suspension. The adoption of the Delco electrical equipment means thoroughly reliable ignition as well as certain and easy starting at all times.

Briefly told, the following features are also embodied in the Greater Nash Six: New and doubly powerful emergency brake on transmission; accurate gasoline gauge on dash; low front seat with unusually broad cushions; parking lights on cowl; new curtains perfectly fitted; low tilted windshield; pocket in left front door for tools.

A Inner Tube Tip
UNEXPECTED outbursts from inner tubes originate from sins of omission and commission. By emphasizing the more glaring ones the B. F. Goodrich Rubber Company believes it can save the motorists dollars that would otherwise be wasted.

Haste in replacing punctured or blown out tubes is one trouble. The right way to place a tube into a casing is to first properly inflate it. Then it should be applied carefully, the side bearing the stem always being kept in sight. When it is in the casing it should be taken carefully and the fingers forced all around the tire to make sure the tale has been evenly distributed. A tube never should be inserted unless partially inflated.

In pumping a tube before insertion most motorists allow it to rest on the ground or on the floor of the garage. This practice is wrong. It allows the tube to pick up particles of sand, cinders and oil, which create friction and eventually tire holes.

The right way is to place the tube over the left shoulder and pump with the right hand. Thus no portion of the tube will be allowed to touch the road or pavement. When tube is well rounded with air and free from wrinkles it is ready for insertion in the casing, and then should be pumped to the prescribed pressure.

Mounted on its famous 6-66 chassis, which holds many stock car records, this unusual 5-passenger touring coupe body is one of the leaders of the Paige Detroit line on exhibit this week at the Paige headquarters, Broadway at Fifty-

sixth street. This car is designed to carry an unusual lot of baggage in the rear compartment and five passengers inside very comfortably.

The well known power of the Paige engine gives an unusually wide touring range to this car.

It is yours free of charge if you are the owner of an automobile and a reader of The New York Herald

A Book on the Automobile

Illustrated

Here is just the thing you have been looking for and couldn't find—a ready reference for accurate and understandable information about every part of your car—how it functions and the attention it requires. It will help you with the service man—and even make you independent of him in some instances.

This book will be mailed free to all readers of The New York Herald who send their name and address, and the name of the car they drive, to

AUTOMOBILE EDITOR

THE NEW YORK HERALD

An instructive story on the Automobile is a regular Sunday feature of The New York Herald

LOCOMOBILE CO. IS
BACK ON OLD BASIS

Reestablishes Branches and Old Men Return to Their Accustomed Positions.

Sweeping changes in the personnel of the Locomobile branches throughout the country have followed the recent return of former executives of the company to their accustomed posts. These changes have resulted from the expressed plan of the directing heads of the company to return directly to the Locomobile Company's familiar methods of merchandising its product, through its own branches, operated from the factory at Bridgeport, Conn.

The Locomobile branches throughout the country have grown up with the factory. Since the organization of the company, in 1899, direct merchandising methods have been in vogue. It is to restore this practice, and to emphasize the personal relationship between builder and owner of the car, that the branches and dealers are being returned to direct factory responsibility. The Locomobile executives believe their product is most successfully handled through this direct factory representation, enabling buyers of the Locomobile to deal in matters of sales and service, with the factory at first hand.

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